

The Daily Colonist.

Dutch Bulbs
Hyacinths, Tulips, Narcissus,
Snowdrops, Freesia, Crocuses
INVERTAISH FLORAL CO.,
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VICTORIA B. C. MONDAY NOVEMBER 13 1899

FORTY-SECOND YEAR

WELLINGTON and COMOX
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Wolseley Satisfied.

Buller's Forces Already Feeling Their Way to Kimberley and Ladysmith.

Garrisons Equal to Task of Meeting Boers' Parting Desperate Assault.

Sacrifices by White's Column Served Purpose of Securing Lower Natal.

By Associated Press:

New York, Nov. 12.—A Tribune cable from London says: "As there were signs of uneasiness among the war office staff over the situation both at Ladysmith and Kimberley, I took measures yesterday for ascertaining definitely whether these apprehensions were shared by the Commander-in-Chief. I can state positively that Lord Wolseley is not anxious respecting the condition of affairs in South Africa, but most confident that the worst is over, and that Ladysmith will hold out until reinforcements enable Gen. White to take the offensive. He has been anxious, but not since the troopships have begun to arrive at Capetown. He can be quoted as saying that Gen. White only needs to keep still and remain on the defensive until a relief column can be sent from Durban, and that he has already succeeded in holding back the Boers from Lower Natal. A practical proof that Lord Wolseley is satisfied with the outlook in South Africa and is not in dread of any reverse for British arms, is the fact that he has gone out of London over Sunday."

THE ATTACK ON KIMBERLEY.

"The news received from the seat of war during the last twenty-four hours has indicated that the Dutch allies were making a determined attack on Kimberley from two points, and that they were massing their forces in defensive positions south of Ladysmith, in order to block the progress of the relief column to be detached from the army corps. Gen. Cronje, who commands the Boers investing Kimberley, is one of the coolest and most energetic generals, and is likely to make a desperate effort to effect the capture of the town during the next week, and carry Cecil Rhodes in triumph to Jameson's cell in Pretoria."

BULLER TO THE RESCUE.

"It is evident that the feeling of over-confidence prevailing in Kimberley is not shared by Gen. Buller, for he has ordered a reconnoitring force from De Aar to feel the enemy and find out how difficult it will be to relieve the garrison. This force had a brisk skirmish on Friday with Free State troops about 70 miles or so from Kimberley, and lost two officers, including Col. Keith Falconer of the Northumbrian Fusiliers, a brilliant officer and popular in the army, who did fine work under Kitchener up the Nile three years ago. A midnight bulletin from Gen. Buller reported that the troops were engaged hotly for several hours.

TROOPSHIPS ARRIVING.

"Four troopships, conveying over 4,700 men, arrived at Capetown yesterday, and two of them, with 2,000 troops, were despatched for Durban. If the drama, as reported, has landed 1,650 men at Capetown, it is a sign that Kimberley, as well as Ladysmith, will be speedily relieved, and that Gen. Buller is determined to avert a possible reverse on the western border."

"The best informed military writers are not disposed to believe that the British garrisons at De Aar and Orange River Junction will be strongly reinforced until Natal is cleared of the enemy."

"The voyage from Capetown to Durban is equal to that around England and Scotland. Each transport will require three days for making the distance, and it will be fully two weeks before Lord Methuen's division of 10,000 men is ready to advance from Estcourt."

FIRING ON REFUGEES.

By Associated Press:

London, Nov. 12.—Reviewing the military situation as it stands, the military expert of the Westminster Gazette says:

"It is hardly too much to say that the attention of the civilized world is now fixed on the situation at Ladysmith. On the development of that situation in the immediate future rests our hope of a speedy conclusion of the war."

"If Sir George White can maintain his position up to November 26, or perhaps a day or two longer, the danger in Natal will be ended. Should he fail to do so, he will be compelled to abandon his arms and stores and retire with heavy loss to the southward, only to be brought up by broken bridges and Boer forces in position on the Tugela river."

"It is impossible to predict what may happen in considering the situation. To put it shortly, the weak point in White's position is that our men and horses must be enduring daily an ordeal which cannot improve their fighting efficiency. Though we are told provisions are in plenty, yet there is danger that ammunition—especially ammunition for his big guns—may run short."

"Under these circumstances it is now clear that Sir Redvers Buller has determined to send Lord Methuen's division, consisting of the Guards Brigade under Sir W. Colville and the English Brigade under Major-General Hildyard, to Durban with orders to break through the Boer southern outposts at Pietermaritzburg or at Colesberg and join hands with Gen. White. Unfortunately the assembly of this division at Durban will be a matter of some little time."

WHITE DOING GOOD SERVICE.

"While Gen. White is closely invested, he understands the art of defensive warfare, which he learned under Lord Roberts when he was shut up in Kabul twenty years ago. Gen. White's friends in London assert that he is not only secure against long-range fire and unscientific siege operations, but he also serves useful purpose in holding back the Boer forces from raiding Lower Natal, where the British garrisons can no longer be held by the naval brigade from the cruiser Terrible and other ships."

THE QUEEN'S FAREWELL.

"There were stirring scenes yesterday at Southampton, whence over three thousand troops sailed by three ships, about the time when the famous Lancasters who made the brilliant charge at Omdurman were disembarking from their long voyage from India. There was even a more moving spectacle at Windsor, where the composite regiment of the Household Cavalry was reviewed by the Queen and greeted by her with a tender and affectionate message of farewell. Helmets were swung on to bayonets, and the Life Guards and Blues cheered lustily for the Queen, and the great concourse of spectators were fairly choked with emotion."

ARISTOCRACY AT THE FRONT.

Hardly One Prominent Family in Great Britain Not Represented on African Service.

London, Nov. 12.—Among the Guards officers who are leaving for the seat of war is the Hon. Gerald Ward, aged 22, son of the Countess of Dudley. He married Lady Evelyn Crichton, aged 21, on Tuesday last. Lady Evelyn Crichton also has two brothers at or on the way to the front.

Among other departures are Lord Howard de Walden, who had leave for a

week to attend his father's funeral on Wednesday.

The Marquis of Dufferin has three sons on the Transvaal border and in Natal.

The three Teeks, brothers of the Duchess of York, are already in South Africa.

Lord Edmund Talbot, only brother and heir to the Duke of Norfolk, whose sister died yesterday, has gone with the Nineteenth Hussars.

Two sons, next heirs to Lord Sinclair, of the oldest barony in Scotland, are there, as well as the two only sons of the Marquis of Lansdowne; while the Duchess of Buccleuch has two sons and a son-in-law at the front. The Earl of Longford, married Wednesday to the daughter of the Earl of Jersey, sails with the Guards.

The Marquis of Tullibardine, heir to the Duke of Athole, who married a most beautiful girl, Miss Ramsay, two months since, also leaves with the Guards.

The Duke of St. Albans' brother and heir is in Kimberley.

The Duchess of Roxburgh has two sons with White's force at Ladysmith.

The Duke of Portland has a brother in Mafeking, while the Duchess's brother sails to-day.

The Earl of Durham has two brothers there, one being in command of the naval contingent at Ladysmith, where the Earl of Derby has two sons.

Lord Edward Cecil, Salisbury's third son, is in Mafeking, and Lord and Lady Tweedmouth, the latter Lord Randolph Churchill's sister, took leave of their only child to-day, the Hon. Dudley Marlborough.

In fact, there is hardly an aristocratic family with sons which has not one engaged in some way in the warlike operations in South Africa.

TROOPSHIP REPORTED.

London, Nov. 13.—The war office announces that the troopship Roslyn Castle has arrived at Durban, and the troopship Gascon at Capetown.

World's Eyes on Ladysmith.

Severe Ordeal for White's Forces Before Relieving Column Can Arrive.

Shortage of Ammunition a Danger—Boer Firing on Helpless Refugees.

AMERICAN WOMEN'S AID.

Generous Subscriptions for Their Hospital Ship and No Lack of Doctors and Nurses.

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THE WAR.

Lord Wolseley's view of the situation in South Africa, as given in the special cable to the Tribune, is interesting because of the authoritative source from which it comes, although there will be nothing specially new in it to Colonist readers. The semi-official statement of the strength of the force with which Lord Methuen will advance to the relief of Gen. White is exactly the same as the estimate made by the Colonist yesterday, namely, 10,000 men, and the object of the reconnaissance in which Col. Falconer was killed proved to be, as we suggested, the forerunner of an advance for the relief of Kimberley.

When Gen. White reached Natal to take command he had under him about 21,000 men. These will be reinforced in a few days by the soldiers aboard at least three troopships and detachments from the crews of the Powerful and Terrible. This will bring the number up to, say, 26,000 men. The losses in killed, wounded and prisoners must be close to 2,000 if not more. This would leave available 24,000 men, who may be roughly divided as one half in Ladysmith and the other half in Lower Natal. This force ought, after leaving garrisons in Durban and Pietermaritzburg, to be quite able to cope with Joubert's army, especially as the portion in Lower Natal will be equipped with heavy artillery. Everything, therefore, depends upon Gen. White's ability to maintain his position, which from present indications he is likely to do. The history of all campaigns shows the tremendous task involved in capturing a town that is anything like fairly well supplied with means of defence. We do not yet see any reason to share in the apprehensions of those who think Gen. White may be short of ammunition. If he had the most abundant supply possible, there would be no great object in using it unless he was prepared to follow up the effect of a cannonade by an attack in force on the enemy's position. On the other hand, he would be acting wisely to reserve the ammunition for his heavy guns in case Joubert shall determine to make a grand assault before reinforcements arrive. As for Joubert, we cannot see that he is in any better position to capture Ladysmith than he was a week ago, unless it be true that in the meantime he has moved up some heavy guns. Gen. White must be a long way yet from the end of his resources, and even if he were in greater jeopardy than we are willing to admit, there is always the personal element to be taken into consideration, and it is no small task to capture a force of 10,000 good fighting men or drive them from a position which they have had ample opportunity to strengthen.

The despatches in the London papers received by mail bring the news down to the battle of Elandslaagte. They are exceedingly scrappy and disjointed, but show some very warm work has been done and give promise that when the whole story is told the pages which record British heroism on the battlefield will have many rich and glorious additions.

We print a statement of the case of Victoria West, giving the view of the matter held by the residents of that portion of the city. The Colonist must not be understood as endorsing the views expressed therein, farther than it has already done so in its editorial references. Our object is to lay before the public the ideas of the people directly interested.

SHIPPING MOVEMENTS.

New York—Arrived, Graf Waldersee from Hamburg.

Boston—Arrived, Peruvian from Glasgow.

Hamburg—Arrived, Pretoria from New York.

Montevideo—Sailed, Montrose for Montreal.

The Ordeal at Elandslaagte

How British Courage Stood the Test of Infantry Exposed to Machine Guns.

No Longer a General's Battle as Decimated Ranks Fixed Bayonets for Finish.

The London Times correspondent sent his paper the following graphic description of the engagement at Elandslaagte:

Modder's Spruit, Oct. 21, 11:30 p.m.—Gen. French took the Imperial Light Horse and the Natal Volunteer Artillery, with six guns, and supported by four companies of the Manchester Regiment, in an armored train, and made a further reconnaissance to Elandslaagte station.

After sighting a small Boer patrol and wounding one man on it, the cavalry and battery arrived on a plateau overlooking the dip in which the station and coal fields are situated. The Boers were apparently surprised. A cloud of mounted men left the station and its environs, making for a ridge about 2,000 yards distant on the opposite side of the valley. Our scouts had almost entered the coal mines when the Natal battery came into action, bursting two shells in the station buildings.

As soon as our battery had thus disclosed our position on the plateau, the enemy opened an accurate fire with two guns from entrenched works on the ridge to which the mounted Boers had galloped. The enemy's gunners evidently had the range marked, for shells fell around the battery in action, crippling our ammunition wagon. The 7-pounders of the Volunteer artillery were unable to return fire, the range being 4,500 yards, so Gen. French withdrew slowly, abandoning the crippled wagon.

As our battery withdrew, the enemy played their guns on the armored train from which our infantry had detrained. The whole reconnaissance then withdrew with the train for five miles, Gen. French having wired for supports. A few of the mounted enemy attempted to cut the train off, but were outmaneuvered.

Reinforcements arrived at mid-day, and their arrival precipitated a sanguinary engagement which lasted two and a half hours, the Boers being driven from their position.

October 22, 7:25 a.m.—It was about 11 when a battery of artillery and a portion of the 5th Dragoon Guards arrived, having come out from Ladysmith with double teams. Shortly afterwards another train arrived with more infantry from Sir George White.

Some fugitives, including the manager of the coal mines and the Standard correspondent, who had been captured on Wednesday in the held-up train, reported that about 1,100 Boers were in position on the range from which they opened fire in the morning.

The force consisted mainly of two commands, under Koch and De Milion (?), who had two Maxim-Nordenfeldt guns and two Maxims. They had marched right down the Biggarsberg Pass, having crossed into Natal by Botha's Pass and had met no British patrol at all before occupying Elandslaagte. They set themselves to intrench the end of the spur covering the railway and coalfields from the west.

Working on this information and on the fact that the Boers had had three days to complete these works, Gen. French determined to await reinforcements.

While Gen. French's force with the trains retired to Modder's Spruit, the enemy's scouts were seen circling the hills on the left. Following our retirement these became bolder, firing into the Volunteer Light Horse, which covered the party. A troop of the latter promptly dispersed them.

After halting till 2 at Modder's Spruit, it was considered that we were strong enough—having been reinforced with the Devons and the Gordons—to advance. Then a second field battery and the 5th Lancers arrived. The scouts at 3 o'clock, when the 5th Dragoon Guards began to move along the road by which our force had advanced in the morning, reported that the enemy were in force on the ranges on the left.

This enemy suddenly opened Maxim fire on the extended Dragoon Guards at short range. The fire was ineffective, however, and our battery immediately shelled them out. They were reported to be a party of Free State Boers attracted by early morning firing. The whole of our infantry, now under Gen. Ian Hamilton, detrained a mile north of Modder's Spruit.

The enemy's position now requires some description. They had intrenched and laagered on the northern edge of a range running at right angles to the railway. The height of the highest spot was about 800 feet above the level of the permanent way. The range itself is a succession of hillocks, one commanding another so that when viewed from the tank they looked something like the teeth of a saw. To the front and on the flanks of this position stretched the rolling veldt, without any considerable cover, for at least 5,000 yards. From Modder's Spruit to the front of the Boers' position lay an undulating five-mile plain divided by a long shoulder of hill about 1,000 yards' range from our enemy's position.

Shortly after 3 a squadron of the 5th Lancers and of the Imperial Light Horse were sent to clear this shoulder for occupation by infantry, the latter arm marching upon it from the vicinity of Modder's Spruit. The Imperial Light Horse and Lancers speedily gained possession, the enemy's scouts falling back.

INFANTRY PUSHED FORWARD.

The infantry advanced steadily in extended order, the Manchesters leading, followed by the Devons and Gordons. It was a long and slow march, and it was nearly 4 o'clock before the infantry could extend along the shoulder of the hill. The Manchesters took the right of the line, and the Devons the left. The Gordons coming up in support. A covering party of the 5th Lancers and Imperial Light Horse were on the right.

As soon as our infantry were well on the hill the enemy opened and shelled the crest with accurate fire. At 4 o'clock our first battery came into action, between the Devons and the Manchesters. The enemy were nothing daunted, and returned the fire of the latter with vigor. Their range was excellent, and though in the first place they only remained in action six minutes, they upset an ammunition wagon and caused several casualties, especially to horses.

In the meantime clouds of the fleeing enemy were seen, as it appeared, leaving the field and escaping on the right of our

advance. This retreat of the mounted enemy was a ruse by which the Boers hoped to draw off part of the attacking force, themselves galloping back to a position on the reverse of the hill.

After the enemy's guns had ceased firing, our artillery, having now two batteries in action, began to prepare for the infantry assault, bursting shrapnel all along the Boer position.

Thunder clouds gathered behind the hills and made an ominous background, against which the lurid light of the bursting shell showed as if it were already night. It was evident that the attack must be pressed home before night, so, with half an hour's preparation, the infantry received orders to advance.

The Devons were given the task of delivering a semi-frontal attack with the Manchesters, supported by the Gordons on the right flank, for which they had to make a wide detour. This was at 4:30. At this period rain fell in deluges for a quarter of an hour.

INFANTRY VS. MODERN GUNS.

As the infantry attack began the enemy's guns came into position and shelled the advancing lines of the Devons, who were now stoutly pushing across the open, cutting the wire fences that impeded them. They were extended as much as possible, this being the only method by which the men could face the Mauser and Maxim fire. Nothing could have been finer than the undaunted front of this battalion edging forward against the fire of modern arms.

Having seen the Devons on their way, I joined the Gordons as, skirting the battery in action, they cut in on the left of the Manchesters. We marched steadily on in column of companies, until the bouldered neck of the enemy's ridge was reached. This was about three-quarters of a mile from the position of the Boer guns. In front of the Gordons were three successive kopjes, or rather ridges, running diagonally across the flat top of the hill. Each was commanded by that behind it, and the hill was one mass of the typical boulders of the country.

The section of our correspondent's telegram which should come in at this point has not yet reached us.

Many times foiled, in places driven back yet righting themselves and steadily pushing forward, the troops on the summit pushed on. The first kopje was already a shambles. Men had fallen upon the Continent. The spectre of hos-

held them back, and a voice in command said "Cease fire."

Again the bugle rang out, and a white handkerchief fluttered at the end of a rifle. The enemy had surrendered, but the main remnant were pouring over the hillside, where our cavalry pounced upon them.

It was 6:30. I had just time to look

round the laager below the hillside, strown with dead and wounded, the Dutch and German gunners being distinguishable by their brown uniform. They had fought their guns splendidly. Two of the guns I saw with "Maxim-Nordenfeldt," and the directions in English on the carriages. I had to leave at once, as it was already night, and we were 20 miles from the telegraph.

It is impossible, as yet to furnish details of our losses or those of the enemy, but they must be heavy. At midnight the hospital train came back, carrying 90 of our wounded, but I am afraid the total will be double that. This must have been a terrible night. Many of the wounded could not have been found till morning. Glencoe was a sanguinary engagement, and this was in every respect equal to it in bloodshed, but though the price was high the defeat was absolutely crushing, and the moral effect will now be felt all through the republics.

Gen. French was in command throughout. Our strength was about 3,200. Sir George White was present during the engagement. Gen. Ian Hamilton commanded the infantry.

SHE IS ON HER GUARD.

So the world is made to realize that the British Empire is still a military force on land as well as sea, and on land as well as land. There has been some vain talk of Europe's opportunity, while British hands are busy in South Africa, for making anti-British advances elsewhere in the world. In the first place, it is not to be believed that any power or powers have such a purpose or desire; and in the second place, it is to be observed that despite her business in South Africa Great Britain is just as free as ever to deal with any other foe.

The hands with which she has been expected to grapple with Russia or French or German aggression are not tied nor busy.

Her fleet is not engaged in the Transvaal. Just a few ships under the gallant Chichester—the friend of Dewey at Manila—are sufficient for her purpose there. All the rest remain on duty as before around her coasts, in the narrow seas, in the Mediterranean, and whenever there is an interest to guard or a menace to check. It is not in vainglory boasting nor in swaggering Jingoism, but in the calm confidence of well prepared and well tested strength, that the British Empire stands on review to-day.

The first time was just after the Jameson raid. Great Britain was then at the height of her "splendid isolation."

There was some unpleasant, not to say menacing, talk among the British people, but the country was then at the height of her vast realm intact all around the crimsoned circle of the globe.

Ready at Every Point with Martial Drum-beat and Protection of World-Wide Commerce.

New York, Oct. 20.—The Tribune, in its Sunday issue, says this editorially: The troubles in South Africa are a second time placing the British Empire on review before the world. The first time was just after the Jameson raid. Great Britain was then at the height of her "splendid isolation."

Many times foiled, in places driven

back yet righting themselves and steadily pushing forward, the troops on the summit pushed on. The first kopje was already a shambles. Men had fallen upon the Continent. The spectre of hos-

tile intervention began to take form. It was necessary for the insular Athenians to make a demonstration, against not the Transvaal, but the world. The word was given. And in the twinkling of an eye, from every wave made hollow of all the Seven Seas, there seemed to start a British battleship, with decks full cleared for action.

Never, perhaps, was a more startling exhibition made of a great nation's readiness for whatever emergency might appear. Never was there quicker recognition of such readiness by the potential threateners.

As that amazing reserve fleet steamed into view the possible meddlers vanished. As "Gom Paul" put it in his racy speech, "The Old Lady just sneezed, and then where were they?"

For answer, here is what the Neue Freie Presse, of Vienna, says: "There can be no question of the intervention of any European power. No one will rob the British lion of his prey."

HER SPLENDID ARMY.

To-day this second review is of a different character. It is not the navy, but the army. Now, the British army has been much despised upon the Continent since the memory of Waterloo began to fade. Its hideous mismanagement in the Crimea discredited its system as much as Balaklava honored its individual valor; and since then it has had to deal with none but petty tribes or with remote enemies. Upon the fields of Europe it has been unknown, and Waterloo has been eclipsed by Dugop, Sadowa and Sedan. With no conscription, outnumbered more than ten to one by rivals, and scattered to the four corners of the earth, it has come to be regarded as a negligible if not an outright minus quality; but now that estimate is reconsidered.

ALL COLONIES READY.

With a promptness, a smoothness and an ease that makes the Continental captains rub their eyes, a British army is mobilized and sent half way round the globe for action; and it shows a fitness

of physical condition, a perfection of equipment and of discipline and, in brief, an all-round efficiency that excites the admiration and admiration of even the German Headquarters Staff, and call therefrom a formal but most cordial compliment.

True, it is a small army compared with what the great military powers can put into the field. But size does not always count. It shows in field action the efficiency which a German expert in the Soudan campaign pronounced "simply incredible." True, also, it has to be summoned from distant parts. But then, too, all the scattered colonies stand ready with their contingents. It is not an army from Great Britain and Ireland alone, but from that Greater Britain which includes the Dominion of Canada and the United States of America.

Montreal Has

A Great Fire.

Biscuit Factory Burned With Christmas Stores Ready for Shipment.

Chief and Another Fireman Badly Injured in Seven Hours' Struggle.

SHE IS ON HER GUARD.

So the world is made to realize that the British Empire is still a military force on land as well as sea, and on land as well as land. There has been some vain talk of Europe's opportunity, while British hands are busy in South Africa, for making anti-British advances elsewhere in the world.

The hands with which she has been expected to grapple with Russia or French or German aggression are not tied nor busy.

Her fleet is not engaged in the Transvaal. Just a few ships under the gallant Chichester—the friend of Dewey at Manila—are sufficient for her purpose there. All the rest remain on duty as before around her coasts, in the narrow seas, in the Mediterranean, and whenever there is an interest to guard or a menace to check. It is not in vainglory boasting nor in swaggering Jingoism, but in the calm confidence of well prepared and well tested strength, that the British Empire stands on review to-day.

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back yet righting themselves and steadily pushing forward, the troops on the summit pushed on. The first kopje was already a shambles. Men had fallen upon the Continent. The spectre of hos-

tile intervention began to take form. It was necessary for the insular Athenians to make a demonstration, against not the Transvaal, but the world. The word was given. And in the twinkling of an eye, from every wave made hollow of all the Seven Seas, there seemed to start a British battleship, with decks full cleared for action.

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Football At Vancouver.

Details of Great Rugby Match of Saturday Afternoon.

Although Heavier the Vancouverites Could Not Stop Victoria's Rushes.

The members of the Victoria Rugby football team returned last evening from Vancouver where on Saturday before a large and enthusiastic crowd they defeated the Vancouver team by two goals and two tries, 10 points to nil. When the two teams lined up it was seen that Vancouver were much the heavier lot forward, and thus the decisive victory was all the more gratifying. At 3:30 the ball was kicked off by Bromley for Victoria and was well returned by Tait, Vancouver's full back. A series of scrimmages then took place inside Victoria's 25 and for the first quarter of an hour it seemed as if the home team must score at any moment, but owing to the close tackling of the Victoria back division, this was averted. Shortly after this, Atkins, one of Victoria's heaviest forwards, had to retire hurt and the hopes of the Victoria supporters fell considerably. This mishap instead of discouraging the men in red, seemed to the consternation of the Vancouverites, to have a contrary effect, and despite the superior weight of the home team, Victoria continually controlled the ball, and carried the scrummage. From this point the game took a decided turn in favor of Victoria, the splendid combination of the Victoria back division being now thoroughly apparent.

The first try was obtained by Matters right between the goal posts, after a brilliant piece of combined play, between Gillespie, Martin and Matters, which drew from Victoria's little band of supporters loud cheers. The kick was taken by Gillespie, a goal being the result.

It was no child's play after this, the Vancouver forwards doing their utmost by sheer force of weight to break up the Victoria scrummage. The visitors, however, heeded the ball out splendidly, thus giving the backs the opportunity which resulted in a second try being scored again by Matters, a beautiful pass by Goward close on the goal line enabling Matters to cross the line. The kick taken by Gillespie at a very difficult angle proved successful. Thunders of applause greeted this performance, which is worthy to be ranked amongst the greatest feats of place-kicking on record. Half time was soon called after this, the score then standing two goals (10 points) to nil in favor of Victoria.

On the ball being restarted the Vancouver forwards several times made some very strong attempts to work the ball down to the Victoria goal line, but owing to their kicking too hard in the loose, they lost many an opportunity which might have resulted more favorably. Worsnop was conspicuous among the forwards, several times breaking through the scrummage, and the splendid work of Le Fauve at half, who was doing yeoman service, saved the situation. For a third time Matters crossed the line. After a splendid rush by the Victoria forwards from the centre line Goward got possession, passing to Matters, who gained the try. The kick, although a fine attempt, failed.

A series of scrimmages now took place in the centre of the field. Goward obtained the ball, passing to Gillespie, who in turn passed to Matters, he passing to Martin. Martin returned to Matters, who made a magnificent run through their forward division and scored the fourth try for Victoria, the point not being improved upon.

From the drop out at 25 yards, Miller following up his kick, and being well backed up by the forwards, the ball was taken well within the Vancouver 25. Vancouver now played up most determinedly, and at one time worked the ball up so close to the Victoria goal line that Woodward kicking the ball over the line, Miller was compelled to touch down in self-defence. After the drop out a few more scrimmages took place chiefly inside Vancouver 25, when the whistle blew.

For the home team, Tait, by his splendid kicking into touch, repeatedly saved the situation, while Walter Miller's kicking was very useful.

Among the Victoria players Matters and Martin undoubtedly played a brilliant game, their combination and tackling being superb. For the forwards it would be difficult to single out any one man as playing better than the other. Bromley's tackling was very sound and he played a hard game throughout, but the whole team played like one man, repeatedly breaking up the very heavy opposing forwards and in debasing and holding the ball showed themselves to be a well drilled team. The play of Miller at full back was greatly admired; his kicking into touch and coolness in stopping rushes rank him as a player of almost international form.

M. T. G. Saunders, who took the arduous and important position of referee, deserves the greatest credit for the able and efficient manner in which he fulfilled his duties.

An amusing incident took place and was witnessed by the large crowd assembled at the C.P.R. wharf to see the members of the V.R.F.C. off. Just as the boat left the dock three oars were called for by the Vancouver R.F.C. for the V.R.F.C., which were given with the greatest enthusiasm. In response Captain A. T. Goward called upon his men to reciprocate in a like manner, three cheers and a tiger being the answer for the Vancouver R.F.C. At this moment a broom with a football attached was slowly hoisted to the topmost head amidst renewed cheers from the crowd assembled on the wharf.

A TELL-TALE AXE.

It May Be Instrumental in Sending a Chinese Burglar to Gaol.

Hing Ham is the alliterative name of a Chinaman who for some months past has occupied one of a group of dirty little cabins in the rear of Institute hall on View street. It is Hing Ham's misfortune to be very absent-minded, and it is through this failing that he will probably find himself behind the bars before many hours have passed, charged with burglary.

Among Hing Ham's nearest neighbors during his residence on View street have been three compatriots—Wong Fong, Ah Gong and Ah Shung, the joint occupants of an adjoining shack or cabin. All three are working men, and thrifty. On Saturday evening they returned to their cabin from their day's toil and noted with dismay that they had been

visited during their absence by some one holding in contempt the law of meum et tuum or its Chinese equivalent, the back door had been broken down and the chests of all three men smashed open and rifled. Wong Fong missed a \$5 bill; Ah Gong was short \$2; and Ah Shung's silver watch had taken to itself wings.

Near at hand was the instrument with which entrance had been secured and the chests demolished—an axe which all three victims immediately recognized as the property of their neighbor Hing Ham. He had in his absent-mindedness forgotten to take it with him. It did not surprise any of the three to discover that Hing Ham had deserted his former lodgings, taking everything else that he owned. They have learned since that he is under cover in Chinatown; and they have appealed to the police to find him.

Atlin District All Right.

Veteran California Miner Sounds the Praises of the British Columbia Camp.

Gossip of Other Notable Persons Registered at the City Hotels.

L. C. Clark, who with E. A. Becker, James Small and G. M. Board, registered from Atlin at the Dominion last evening, is one of the very latest arrivals from that district. In speaking of the northern British Columbia camp last night he said: "I have been all through California, Idaho and Montana, but I tell you those countries are not fit for Atlin. I have prospected all over Atlin, I found no great amount of gold, but never expected to this year. All I wanted to do was to locate with a view to getting out the gold next year. I am quite satisfied with what I have done, having three claims on Pine creek, one a disputed fraction which I intend having set right while in Victoria, and two on Jumper. One of the claims on Pine I bought. The man from whom I purchased prospected it for about 30 feet and to a depth of 2½ feet, taking out \$1,500. I prospected to a depth of three feet and found the dirt panned out 6¾ cents. Between Spruce and Pine creeks, there is probably nine feet of light sandy soil, running from a foot to a hundred feet in depth—all rich in gold. And there are many other rich spots in the country." As for the climate, Mr. Clark says he never camped in a better country. Atlin town he states is building up very rapidly, numerous fine large frame buildings being now in course of construction. It was on or about October 8 when he left for the Coast, there having been then a first severe frost, while snow had covered the ground to the depth of an inch but only remaining for a few hours. Having, too, had been promised prior to his departure for the Coast, Mr. Clark went into the Atlin country in May last, taking with him two mules, a horse and a bull for pack service; his experience with these animals was that the bull would never desert the camp, while on the other hand the mules proved the best carriers—but like the horses, harder to keep account of. Mr. Clark is now on his way home to California, and will return to Atlin in the early spring.

J. H. Bowler, pilot on the late lamented City of Kingston, who since her loss six months or so ago has become a peaceful rancher in the neighborhood of Friday Harbor, arrived over on a visit to his Victoria friends by the Victorian yesterday.

After a splendid rush by the Victoria forwards from the centre line Goward got possession, passing to Matters, who gained the try. The kick, although a fine attempt, failed.

FROM NORTHERN B.C. PORTS.

Boscowitz Returns Home After Calling at Departure Bay and Steveston.

After first calling at Departure Bay and then going to Steveston to discharge salmon the steamer Boscowitz arrived from Northern British Columbia ports last evening, having left the majority of her passengers on the Mainland. These include Mrs. Shaw, a missionary at Agassiz who is on her way home to East-Central Canada; G. W. De Ville, M. Conroy, W. Cleary, J. and F. Ecclestone, J. Bowring, B. Williams, J. Stuart Robertson, Peter Herman and W. W. Woolacott.

The passengers who came aboard to Victoria were E. M. Skinner, J. Castlay and A. Handkin, who came down the Skeena by canoe, and Capt. Oliver, who had charge during the past season of the steamer Nellie operated in connection with the Clew Oil Works, Queen Charlotte Islands, now closed down for the winter season. The Boscowitz's cargo of salmon amounted to 7,500 cases, of which a large shipment is consigned to Findlay, Durham & Brodie.

LETTER FROM BENNETT.

A Trip Through Twelve Miles of Ice on Marsh Lake.

A letter was received last evening from a member of the crew of the Canadian Development Company's steamer Australian, in which the writer says: "The Australian left Bennett at 3 p.m. on October 30 to make a channel through the ice and arriving at Cariboo Crossing at 6 p.m. unladen freight for the railway, which is being built from that point. Next morning we arrived at Tagish, the headquarters of the N. W. M. P., at 3:45, did not leave until 4:40, and was made up of nine Netherlands coal trucks with all classes, three saloons, with women and children of all classes mixed up, one third class, three Cape bogie trucks loaded with men, a Cape van with bicycles and dogs, and five trucks of luggage. The 7:30 train for Natal left 31 minutes late, made up of three saloons, conveying the women and children, 11 Netherlands trucks with men, and two trucks with baggage. The 8 o'clock train for Delagoa Bay took over 200 passengers who had to be content with goods trucks accommodation. The last train of the day, that for the Cape, due away at 9:20 from Braamfontein, left at 9:50, made up of T. P. O. and guards' vans, three trucks of luggage, three third class carriages, two saloons, and 16 Netherlands trucks of men.

SUNDAY.

The 7:25 train for Delagoa Bay conveyed about 250 for that port, all in goods trucks. The next train to leave was the Natal Kaffir mail, due away at 9 o'clock, but, there being such a great rush of natives at the top station, was delayed 30 minutes. Its departure established the single train record since the exodus commenced, quite 1,700 Europeans and natives leaving. It was made up of nine open coal trucks of first and second-class passengers, 24 open trucks of natives and coolies, a N.Z.S.M. saloon conveyance, Executive member Koch and his son the Judge, drawn by two engines. The afternoon Cape train was also very long one, made up of one saloon, three and a half first-class carriages, three Cape bogie trucks, six local coal trucks, and six trucks of luggage. The last train for the Cape left last night nearly on time, and was made up of two saloons, one third, five Cape open bogie trucks, and a Netherlands coal truck, the two days' trains conveying approximately:

SATURDAY.

Eur/pms Ntves

9:00 a.m. Natal 250 550

3:35 p.m. Cape 1,000

7:26 p.m. Natal 500

8:00 p.m. Delagoa 250

9:25 p.m. Cape 1,250

—

SUNDAY.

Eur/pms Ntves

9:08 a.m. Natal 450 1,200

3:55 p.m. Cape 1,000

7:26 a.m. Natal, stopped running, billeted

8:00 a.m. Delagoa 100

9:25 p.m. Cape 750

—

2,300 1,200

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AN ADDITIONAL ATTRACTION.

To-morrow's "Olivette" Audience to Have an Opportunity of Hearing Felche's "My Josephine."

There is every indication that to-night's "house" for the opening of the Jules Grau Opera Company's engagement in "Wang" will be the biggest on record—for not only is every seat sold, but hundreds of applicants have already been turned away, and disappointed ones are even advertising for seats at a premium. In order to partially compensate those who cannot get into the house to hear "Wang" to-night, Manager Grau has decided to allow Stanley Felche to introduce his great song of "My Josephine" to-morrow night, with full chorus, in "Olivette Up-to-Date." Besides this innovation, Miss Ward and Mr. Cheesman are to introduce the latest New York craze, the cakewalk dance, which is now the rage at Weber & Field's great metropolitan music hall. This, added to the fact that the familiar and favorite opera has been modernized and brightened in every part, will make "Olivette" one of the most attractive bills of the engagement. Wednesday's opera is "Paul Jones," which has not been seen here in some years; on Thursday the "Mikado" is to be given with all the picturesque scenery and special lighting effects used last season to conspicuous advantage; on Friday there will be a revival of "Ermine"; and on Saturday the engagement will close with "The Gondoliers." The Saturday matinee will be announced later in the week.

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There is every indication that

The Case of Victoria West.

Improved Fire Protection and Communication With the City First Essentials.

A Plain and Explicit Case Stated For the Consideration of Victorians.

der that it shall be done for their personal advantage and benefit.

FIRE PROTECTION.

To deal with the several counts of this indictment in their order, that of fire and police protection is really the most urgent. At present the entire residential district on the further side of the harbor and extending all the way to the boundaries of Esquimalt is absolutely at the mercy of a fire whenever one shall occur. The insurance companies recognize this and emphasize it in demanding an extra rate, in which connection the citizens ask as a proposition of plain common sense, if it is fair that they should be compelled to pay taxes upon the same basis of assessment as all other parts of the city without enjoying the same advantages of fire protection that would enable them to be sharers in the general civic insurance rate?

As a matter of incontrovertible fact the district, in its isolation, is helpless. There are, it is true, two alarm boxes in connection with the city departmental signal system, but by the time that men and apparatus can turn out and make a run of two miles or more to any fire it would under ordinary circumstances be beyond human control.

The record of fires in Victoria West—"total losses" in virtually all cases—shows this; it has been recognized and consistently brought before the notice of the city council by the chief of the fire department.

Victoria West has, it is true, or had, a volunteer fire department. They practised running with the machine in the summer time, and the exercise was healthful and therefore beneficial.

Now, however, the antiquated hose cart with its few lengths of hose, the sum total of the "apparatus" and considerably less than such places as Ladysmith, Maple Ridge, Duncan, or Chemainus are provided with. Is stored in an abandoned shack on Catherine street upon which the city assessor would be ashamed to put a valuation.

It could not be got to a fire should one occur—for it would on many of the streets sink up to the hubs in mud; it would not be effectual in fighting a serious fire if it did reach the scene.

What the residents ask is that they be given at least one piece of modern apparatus and a place to keep it in. The property of citizens in Centretown, in James Bay district, in Spring Ridge, even in thinly populated Oaklands, is protected. Why should West Victorians be less entitled to consideration?

A POLICE PATROL.

If the city cannot afford to keep one or two men in a district station here as in James Bay and on upper Yates street, volunteers will do the work. Only, they say, give us something to protect our property with, and a place to keep it.

Incidentally it has been suggested that a combination suburban police and fire station could be established for \$400 or \$500, while a patrolman on duty in the suburb every night would go far toward assuring the early detection and prompt extinguishment of fires.

As it is, the district is so orderly and law-abiding (despite Ald. Kinsman's recent observations) that a policeman is a rare visis to the inhabitants.

They understand by official reports that all the territory from Esquimalt to the Fountain and the Work Estate is theoretically in the beat of one constable. By smart walking this officer might visit all parts of his great stamping ground perhaps once a week—but this certainly is not police protection.

The question of the preservation of life and law leads naturally into the second count of the indictment, for with the

present inadequate avenues of communication with the city, the women residents since the murder of Mrs. Bings have been afraid to venture to or from the city after nightfall. Some have taken rooms in town on this account—working girls whose parents live in the western suburb; others patronize the cars perforce, because they are afraid to walk to their homes as they would had they the good fortune to live in any other locality.

A DECENT BRIDGE.

The city provides only one connection with the suburb, and this on a very circuitous way around—the bridge at Point Ellice.

It has been stated by an ex-alderman and by legal practitioners that the Dominion has by statute and a fair understanding with the city council, a perfect right to close this bridge at any day or hour—and it closed.

Victoria West and the naval and military posts at Esquimalt, Work Point and Fort Macaulay would then be absolutely and completely cut off from the city, as they were after the Point Ellice disaster, and the ruin of the property owners of the suburb, commenced at that time, would be complete.

The people of West Victoria are living in daily dread of seeing this brought about; this is one of the pertinent problems they ask the council of Victoria to face like men. As for the present apology for a bridge, its accommodation is so limited that traffic must be regulated, and on the centre span all other vehicular traffic must stop while a tramcar is crossing.

At other points the bridge is so narrow that it is difficult for two teams or a team and a car meeting, to pass. If horses should be fractious so much the worse.

The bridge itself is unsightly, inadequate to the traffic, and—like its fatal predecessor left standing in ruins alongside—a terrible advertisement of official incompetence and neglect for every visitor passing to Esquimalt to note and shudder at.

For the reason that it is a shorter route, the pedestrian traffic in the day time, or at least 90 per cent. of such traffic, at present passes over the Indian reservation and the Esquimalt & Nanaimo railway bridge.

In fair weather this is a great—a very great convenience, for the majority of the suburbanites ride bicycles. Now, however, the road is at all times impassable. The city declines to improve it even so that a bicycle could pass over it; and as one small token that the suburb is not overlooked altogether by the police, a constable was sent out some months ago to summon any and all persons wheeling on the sidewalk.

THE SHORT CUT.

The West Victorians ask in all modesty and humility that this road be put in passable condition; that two or three lights be placed on it, so that it can be traversed in the evening; and that the city arrange to have the railway bridge kept open from one hour earlier in the morning and until say 11 or 12 o'clock, instead of 10 o'clock at night.

In support of this prayer they point out that there is not a street in the city, other than the main business thoroughfares, that is travelled by so many pedestrians—a fact that may be verified if one will stop and watch them waiting at either end when in the day hours the bridge happens to be swung.

Some time ago Mr. Dunsmuir was interviewed with reference to the earlier opening and later closing of the bridge. He then expressed himself as heartily

willing to permit its use by the citizens on the simple condition that the city should pay the bridge tender for extra two or three hours during which he would be required. This would amount at the most to 75 cents or \$1 a day—yet the council would not listen to the representations of at least 200 citizens who asked for it.

ELECTRIC LIGHTS.

The entire absence of lights along the road is cited as creating an incentive to crime. With two or three lights between the railway bridge and the crossing of Esquimalt road women would feel safe in crossing the reserve at night time. Now they do not; and while they otherwise would be enabled to attend concerts, theatrical entertainments or other functions in the city, they are held prisoners in their own homes through the indifference of the Mayor and aldermen to their requests.

This same absence of adequate means of communication has a marked and increasing bearing upon the retail business of the city; and failing to secure the cooperation of the retailers in their advocacy of improvement for the general public good, the West Victorians are now commencing to urge the establishment of retail houses in the suburb and are pledging liberal cash custom support.

These houses—if the city retailers do not wake up—will before very long engulf all the Victoria West and Esquimalt trade.

As for the West Victoria streets and their lighting, the residents do not ask impossibilities. They know that road making is costly on account of the abundance of rock work; they know that sidewalk building is expensive; and they know that every one cannot have a light at his own door.

PASSABLE STREETS.

Still they think they are keeping within bounds of reason when they ask that all residential streets that are accepted by the city and built upon, shall be sufficiently passable to enable wood and coal and groceries to be got in, or a fire engine reach the scene in the event of fire.

As to lights, they ask for these two or three on the reservation road, as an necessity of public safety; and that there should be light at the railway crossing and one if not more in the long and very dark stretch of the much-used road from Russell station to the city boundary.

As for Craigflower road, 99 per cent. of the residents insist that it should be kept open, only four have yet been found to think otherwise and these four are financially interested.

Closing the road means ruin to not a few; it means five minutes more unnecessary walking for the workingman every time he passes from his labor to his humble home; it means so much to him that the \$800 subscribed to try and complete the city to keep the road open in the interest of the people and not private gain by a few, the majority of the subscriptions were in amounts of \$5—collected from the laborers, artisans and mechanics whose wages range from \$10 to \$15 a week.

RUBBING IT IN.

That the city should fight the Craigflower road closing with the taxpayers' money, against the wishes and interests of the taxpayers is, as Captain Gaudin puts it, "the bitter pill he finds it hard to swallow."

As for the recreation grounds and school improvement, both are needed badly, the former as a sound investment by the city in the interest and for the benefit of the greater part of the large

North Ward. The new school is imperative if the health of the children is to be preserved and their education advance parallel with that of other children in the city of their own age and capabilities.

This, then, in brief is the case of Victoria West, as the West Victorians, not the Colonist, make it out.

They ask the people of the whole city to examine it in its every phase, and if (changing places in imagination) they regard it as only a case of justice and right, to support them in seeing that justice and right are done.

AN EARLY MEETING.

Police Commissioners Will Take Tuesday or Wednesday Evening to Investigate Charges.

Before to-night it will be definitely decided by the board of police commissioners whether they will meet to-morrow or Wednesday evening to continue the investigation of the departmental tangle, Tuesday evening will probably be fixed upon, and the consideration of Constable Cunard's charge against the Chief first be taken up—although City Solicitor Bradburn will, by request, advise as to the mode of procedure to be adopted.

During the approaching session it is expected that a disposal will be made of Chief Sheppard's report in which the appointment is ascribed of two additional dectives, as imperatively necessary to complete the efficiency of this department of the service. At the same time the necessity of adding to the number of patrolmen might very advantageously be considered.

At present the road has been run through private property, and is a convenience to many, that is not to say that the public have a right to take it away from the owners who have paid taxes on it for so many years, excepting on the principle of acquiring it in the usual way by the city. If these righteous gentlemen had urged upon the city authorities to purchase and acquire the disputed property no one would, I am sure, have objected, provided they thought it was necessary and in the public interest so to do, but they do not, at least in their public meetings, even suggest such a course; they want to confiscate the property, as it better suits their advantage and convenience.

Allow me to put it in another way: If a man goes into a store and takes a coat which fits him and appropriates it to his use and convenience without pay or consideration to the dealer, he is at once treated as a thief, and punished according to law, and everybody considers him worthy of punishment.

What difference is there between the righteous gentlemen in Victoria West judging from their remarks and the man who takes that which does not rightly belong to him? There is no difference between the acts of a single man and that of a congregation of men who meet for the purpose of taking that which does not properly belong to them. I ask you, Mr. Editor, if you can see any difference? If you can answer on behalf of these people in Victoria West, shall be pleased to hear your arguments.

Letters to the Editor.

VICTORIA WEST.

Sir: I notice in your editorial this morning reference made to matters in Victoria West and the public meeting held there on Tuesday evening. You promise that you will look into their grievances. I have also read the report of the meeting and come to the conclusion that much that was said was very much out of place, especially the remarks of the clergymen that took part at the meeting.

In addition to the demands made upon the city they spoke as if they were very badly treated on account of the city authorities closing up the old road. If these gentlemen were to look at this subject in an honorable may it would be more becoming to some of them. Instead of urging upon the city authorities to forcibly take possession of land through which the road runs they should ask the city to purchase the property necessary to believe had been put on the run in place of the Tees. We were then told by the C. P. N. agent that the Queen City was coming in place of the Tees, but she had not arrived though fully due. We all came by the Copper City, which having to go round by Sitka was a good while, and we were told at Juneau that the Queen City was then ahead of us on her return trip. We arrived on Wednesday morning, but I do not believe the Queen City had arrived yet.

I think that Victorians should be kept posted as to the means of travel to our city in competition with our neighbors, and that some effort should be made to get some sort of speedy and direct boats between here and the North.

Sir: When I was coming out from the Yukon country a week ago I found a number of Victorians who had been working four or five days at Skagway for the Amur, which boat they were led to believe had been put on the run in place of the Tees. We were then told by the C. P. N. agent that the Queen City was coming in place of the Tees, but she had not arrived though fully due. We all came by the Copper City, which having to go round by Sitka was a good while, and we were told at Juneau that the Queen City was then ahead of us on her return trip. We arrived on Wednesday morning, but I do not believe the Queen City had arrived yet.

Reference to the losses at Elandsbaai, in which regiment the Colonel had been in command since 1894, he was permitted to raise a regiment of Imperial Light Horse, composed mainly of refugees from the Transvaal, which regiment he brought into a state of great efficiency and it was in gallantly leading them into action at Elandsbaai that he met his death.

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